

MONGOLIA OFFICERS DENOUNCE ACTION OF THE ANEGAWA

SAY THE JAPANESE TRAINING SHIP BASELY ABANDONED THEM

With denunciations of the treatment given by the Japanese training steamer Anegawa, the S. S. Mongolia arrived this afternoon from Midway where she had been stranded on the coral reef from September 16 to September 21. The officers of the Mongolia were boiling with indignation over the manner in which the Japanese naval vessel deserted the American steamer and abandoned her to what then seemed to be certain destruction.

The Mongolia and transport Buford the latter with the passengers from the Mongolia arrived off port today about noon and came into the harbor within a short time. Ten lines of hose were going constantly throwing water out of hold No. 3 of the Mongolia, for the vessel was making water at the rate of 8 inches an hour. There is now about 8 feet of water in this hold. The most water that was in the hold at any time was about 13 feet. There is thought to be a big hole in either the bottom or near the bilge of the ship.

The Mongolia got aground at 10:27 p. m. of September 16. She had sighted the light at Sand Island about two hours before she got aground. The night was dark but clear. The vessel went too near the reef as the distance was misjudged. On the bridge at the time of the accident was Captain Porter, the master of the ship, Second Officer Cahill, Fourth Officer Wisenhausen and Quartermaster Wagner who was at the wheel. The vessel had been going under a slow bell for some time. She went on at the rate of about 3 knots an hour. She struck about 200 yards south of Seward

Road, the entrance to the reef that surrounds Sand Island where the cable station is located. The lead had been thrown for some time before the vessel struck and bottom with 17 fathoms had been found about twenty minutes before the vessel struck.

When the vessel struck there was considerable excitement at first and some of the Chinese passengers ran about recklessly, but were promptly subdued and no further trouble from them occurred. The passengers and supplies for them were landed the following day at Sand Island. Three kedge anchors were put out the same day. To the middle stern anchor was run an 8 inch Manila hawser, to the anchor off the port quarter a 6 inch steel wire, and to the anchor off the starboard quarter a 9 inch wire hawser. The water commenced getting in to hatch No. 3 and the cargo commenced to float about.

On September 19 the Japanese steamer Anegawa came up. She signalled to the Mongolia. Instead of putting a line aboard the Mongolia the Japanese simply ran a wire hawser out and is presumed to have made this wire fast to one of the lines that the Mongolia had out. But the men on the Mongolia declare that the Japanese boat did not pull the wire taut. On the following day the Jap boat cut the wire tangled in the propeller and cut the wire.

Captain Porter and Purser Rennie went to the Japanese boat to request the training ship to stand by. The Japanese officers claimed that they did not have sufficient coal. Porter said he would give him all the coal necessary, as the Mongolia was then throw-

ing it overboard. The Japanese is said by the officers of the Mongolia to have ordered Purser Rennie off the Anegawa on September 20, when Rennie and Porter went out to the Japanese vessel to plead with the officers to stand by. Porter offered to buy one of the steam launches of the Japanese vessel if the craft could not be loaned him, but the Japanese refused both offers. In fact Captain Porter is said to have offered every possible inducement to the Japanese to remain and render assistance but all offers were refused and the Japanese came on to Honolulu.

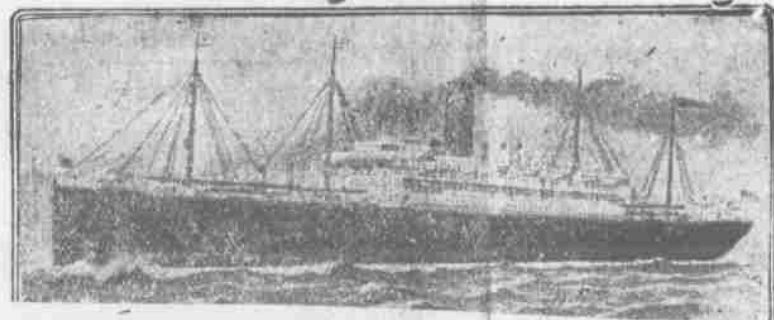
Some of the officers of the Mongolia expressed the belief that the Japanese had been taking soundings about Mid-

way for the purpose of ascertaining the location of the cable and other data which might prove of value in event of war.

Once the Japanese towed some of the Mongolia's boats part of the distance inside Seward Road, but let loose of them too soon and the tide carried the boats out.

The Mongolia floated herself on the morning of September 21 under her own power and with the aid of the three lines run to her steam winches. When she started to come off the 9 inch hawser slipped and carried away the after rail on the starboard side of the stern. Chief Engineer Chisholm had to cut this wire.

The officers declare that if the Japanese vessel had only remained and



from the Mongolia ashore. But every body was landed the day following the grounding of the Mongolia.

The Mongolia and Buford left Midway on September 23. The Restorer was sighted last Monday night. The boats signalled to each other and the Restorer officers inquired if the Mongolia needed any assistance and were informed that she did not. The Restorer then continued on to Midway.

Captain C. F. Gillingham who was in Vladivostok for Loyds, was a passenger on the Mongolia when she went aground. He at once tendered his assistance to Captain Porter and was able to give some very valuable help.

When the Mongolia came off it was

(Continued on Page Five).

FEARFUL HAVOC IN THE GREAT STORM

(Associated Press Cable to The Star.)

MOBILE, Alabama, September 28.—A number of lives have been lost and many people are injured by the great storm. Millions of dollars' worth of property has been destroyed. A big section of this city is under water. Ships are wrecked, wharves destroyed and houses collapsed in four or five blocks. Fort Morgan and other suburban towns have been swept away.

NEW ORLEANS, September 28.—The losses in the Mississippi delta to cotton growers and fishermen will reach hundreds of thousands. Shipping at Vicksburg was greatly damaged.

PALMA HAS RESIGNED

HAVANA, September 28.—The Cuban Congress met today. Palma and his cabinet resigned. Withdrawal of American forces has been asked by the Congress. Secretary Taft is ready to assume the temporary governorship. It is intended that the Cuban flag shall remain over public buildings, but the American flag will fly where American troops are stationed.

ROOSEVELT LEAVES

OYSTER BAY, September 28.—President Roosevelt has sailed on the Mayflower to attend fleet maneuvers. He will be away 48 hours.

KLEBAHN HAD A NARROW ESCAPE

BARELY ESCAPED BEING CRUSHED BETWEEN MONGOLIA AND WATERWITCH.

F. W. Klebahn, representing H. Hackfeld & Co., had a narrow escape this morning while attempting to board the liner Mongolia at sea. A fraction more and Mr. Klebahn would have been crushed to death between the launch Waterwitch and the liner.

A heavy sea was on this morning, and when the Waterwitch drew alongside of the liner, its motion was such that it made boarding the steamer very difficult. Mr. Klebahn attempted to spring into the ladder when he noted a huge wave coming and paused a second. It was that pause that caused him to slip. He started towards the gap between the launch and the liner when Harry Wilder caught him and drew him back safely. It was Harry Wilder's presence of mind that saved Mr. Klebahn.

Mr. Klebahn made a second and more successful attempt immediately after to board the liner.

MANAGER OF THE GAS COMPANY

Charles L. Wright was today elected manager of the Honolulu Gas Company and he will take up the duties of his office on October 1st. Mr. Wright was formerly president of Wilder's S. S. Company and afterwards became identified with the Inter-Island Steam Navigation Co. after the consolidation, from which company he now retires in order to assume his new duties.

PLEASANT TIME SPENT AT MIDWAY

CLERGYMAN PRAISES THE CAPTAIN OF THE S. S. MONGOLIA—PLEASANT EXPERIENCE.

Rev. H. D. Lee, one of the passengers by the Mongolia and who came in this morning on the Buford, is pleased with what he terms a "pleasant experience." He is returning to the Coast after a considerable time spent in the Orient.

"I have always thought that I would like to land on Midway, but I hardly thought that I would take the entire ship with me. We had a delightful visit while there and the good ship acted beautifully. She was on just long enough for us to get out our fill and not long enough to trouble us. I enjoyed every minute of the stay."

"It was kind of the Government to send a vessel after us and the service that Uncle Sam passed out is hard to better. We were treated in fine shape by the officers of the transport."

"Captain Porter has acted during the entire time as a gentleman, and he has the sympathy of the entire list of passengers. He thought of his passengers at all times and then of his ship. He is a splendid man and we all like him."

SACHS' SPECIALS.

For Thursday, Friday and Saturday only, the Sachs Dry Goods Co. are offering exceptionally good values in Ladies Hosiery, Fruit of the Loom Cotton, Madapolam and Applique Laces.

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School Shoe

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The Universal school shoe is a staunch, serviceable shoe that sells and re-sells because it is chock full of quality and satisfaction.

These shoes represent the very best value that can possibly be squeezed into a shoe and our prices fit every mother and father's pocket book.

Bring your children to us for School and Sunday shoes.

\$2.50 **\$3.00**

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MONGOLIA COMES HERE LEAKING

CONVOYED BY THE BUFORD BRINGING HER PASSENGERS, THE BIG LINER REACHES PORT.

The Pacific Mail steamship Mongolia which went ashore at Midway Island on September 15, arrived here this morning from Midway, accompanied by the transport Buford, which went from here to get the Mongolia passengers and which acted as a convoy for the Mongolia on the trip here. The Mongolia was leaky, and the two steamers left Midway with the understanding that the Buford should keep in touch with the other steamship during the trip.

The two steamers were sighted off Barber's point at about a quarter past ten this morning, the Buford some distance ahead of the Mongolia. The latter had made the trip under her own power. The Mongolia's passengers, who were landed on Midway after the stranding, were brought by the Buford.

(Continued from Page One).

PASSENGERS IN GOOD SPIRITS

THE PEOPLE WHO MADE AN ENFORCED VISIT AT MIDWAY TAKE IT GOOD NATUREDLY.

The passengers who arrived by the Army transport Buford were all in the best of spirits this morning and all treat the matter of being shipwrecked as a huge joke. They were landed at Midway and were there just long enough to enjoy it when they were taken off. Upon a few only did it begin to pull. The passengers were at no time short of food or necessities.

All passengers join in praising the service aboard the Buford. Some of them went so far this morning as to say that it excelled that of the Mongolia.

(Continued on Page Five).

Dr. McGrew Confesses Cuss Words

CLAIMS HE WAS SHOOTING TO SCARE JAPS WHEN HE FRIGHTENED MRS. ROE.

Dr. J. S. McGrew testified this morning in his own behalf in Judge Robinson's court, in the matter of the damage suit brought against him by Mrs. Evelyn Cooke Roe, for having given her a case of nervous prostration by firing a pistol and doing some lively swearing at her, when she and her husband were enjoying a boat outing near the doctor's Pearl Harbor place.

The father of annexation blushing admitted that he had done some swearing on the occasion in question. "What did you say?" asked Attorney Frank Thompson, after the doctor had told now he was trying to scare Japs away from his wharf.

"It has been repeated here often enough," said the doctor, with apparent disinclination to rehearse the speech he made from the wharf when he was about to fire the pistol. "I sometimes am a little excited and I use an expletive now and then, which I had better not. I was talking to the Japanese, and afterwards saw this boat in which the plaintiff and her husband were. I didn't know them."

"I would be the last man in the world to shoot at a woman," continued the doctor, addressing the jury. "I am eighty-five years of age and never hurt a woman in my life. I shot in the air to scare the Japs."

Dr. McGrew testified that he had been robbed a number of times by Japanese who landed at his private wharf. During his testimony the pistol he used, a .38 calibre weapon, was introduced in evidence. After telling his story of the shooting, the doctor was used as a medical expert, and gave testimony regarding the nature of the nervous trouble with which the plaintiff is afflicted, and its probable cause.

The defense closed with McGrew's testimony and the rest of the morning was occupied by Attorney Withington and Thompson in discussing instructions to the jury, the jurors being excused until two this afternoon.

When hungry take a look at the bill of fare at the Star Oyster House, Fort street near Hotel.

Held Purse Strings So Very Tight

THE REASON ASSIGNED BY MRS. MILUS W. PARKHURST FOR WANTING A DIVORCE.

Mrs. Milus W. Parkhurst is suing her husband for divorce in the courts of California. She alleges that he holds the purse strings too tightly.

Mr. and Mrs. Parkhurst are well known here, where they have lived most of their married life. They only left here a few months ago. She was Mary Genevieve Yowell and they were married in Contra Costa County January 16, 1898. They have two children, Emily M. Parkhurst, aged 7 and Martha Parkhurst, aged 3. Mrs. Parkhurst asks for the custody of both children.

Mrs. Milus Parkhurst was one of the heirs in the famous Yowell estate litigation which has been going on in San Francisco for a long time. This litigation was a contest of the will of her father who after an eccentric career died, practically disinheriting his children by one wife, in favor of his children by another.

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Children's School Shoes 6/8 \$1.00.
Lace or Button. 8/11 \$1.25, Lace or Button. 11/12 \$1.50, Lace only.

Large stock of Bare-foot Sandals, 6/8, \$1.00; 8/11, \$1.25; 11/12, \$1.50.

Sorosis for Women, \$3.50 to \$5.00.
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